

Q: I received a notice-of-survey in the mail. What does this mean?

A: The Notice of Survey was sent to you as a courtesy notification that field work will be conducted in your area. The intent of the fieldwork is to identify and map known environmental resources in the project area. All necessary investigations will be conducted from the public right-of-way where possible. It may be necessary for our staff to enter your property for a specific purpose such as to identify a wetland resource. This is permitted by law under Indiana Code [IC 8-23-7-26](#). All field staff will be wearing orange vests and have been instructed to identify themselves to you.

Q: What is the purpose-and-need for the US 421 improvement? How was the purpose-and-need statement developed?

A: Common elements of the purpose-and-need include traffic statistics, existing roadway conditions and accident data.

The need for the improvement is based on the facility's lack of traffic capacity along the corridor, substandard geometrics with respect to vertical alignment and roadway and roadside cross-section elements, and crash history. Existing levels of service (LOS) have fallen to substandard levels, particularly along the south half of the corridor.

The purpose of this project is to improve the traffic flow/mobility and safety of US 421 by adding capacity and improving geometrics along the corridor.

Q: I live along the proposed route of US 421. How will this project impact my property / place of work?

A: Several potential design alternatives are being considered. At this time, it is not known how each alternative would specifically impact your property. Each alternative will be individually evaluated to determine if it would meet the Purpose and Need for the project. If the alternatives do not meet the Purpose and Need for the project, they will be dismissed from further consideration.

Q: What is limited access right-of-way?

A: Right-of-way with limited access is just that, it controls the number and locations of access points along the roadway - that is, drives and intersections. By controlling the access to US 421 the Indiana Department of Transportation (INDOT) is effectively controlling where traffic can enter onto US 421. Too many access points may result in more congestion and more development of adjacent lands.

Q: How is right-of-way acquired by INDOT?

A: INDOT determines what specific property needs to be acquired for a project after the project has been planned and government requirements have been met.

If your property, or a portion of it, needs to be acquired, you, the property owner, will be notified as soon as possible of (1) the agency's interest in acquiring your property, (2) the agency's obligation to secure any necessary appraisals, and (3) any other useful information.

An appraiser will contact you to make an appointment to inspect your property to determine the initial fair market value of the property. INDOT will have a review appraiser study and recommend approval of the appraisal report used to establish the just compensation to be offered to you for the property needed. This amount will never be less than the fair market value established by the approved appraisal.

If INDOT is only acquiring a part of your property, there may be damages or benefits to your remaining property. Any allowable damages or benefits will be reflected in the just compensation amount. INDOT will prepare a written offer of just compensation for you when negotiations begin.

If INDOT intends to acquire only a portion of the property, the agency must state the amount to be paid for the part to be acquired. In addition, an amount will be stated separately for damages, if any, to the portion of the property you will keep.

When you reach agreement with INDOT on the offer, you will be asked to sign an option to buy, a purchase agreement, an easement, or some form of deed prepared by INDOT or its representatives. Your signature will affirm that you and the agency are in agreement concerning the acquisition of the property, including terms and conditions.

If you do not reach an agreement with the agency because of some important point connected with the acquisition offer, the agency may suggest mediation as a means of coming to agreement. If the agency thinks that a settlement cannot be reached, it will initiate condemnation proceedings.

For further information regarding the acquisition process, please visit the Federal Highways Administration website: <http://www.fhwa.dot.gov/realestate/realprop/> or access the INDOT Buyers manual: <http://www.in.gov/indot/files/03.BuyingManual12-05.pdf>.

Q: What are my relocation benefits if my house or business must be removed from the new right-of-way?

A: Individuals, families, businesses or farms displaced by a Federal or federally assisted program may be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by INDOT. It is their goal and desire to be of service to you, and assist to help you successfully relocate.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify INDOT of any special requirements for assistance. For further information regarding the acquisition process, please visit: Federal Highways Administration website: <http://www.fhwa.dot.gov/realestate/rights/sec1.html> or the INDOT Relocation manual: <http://www.in.gov/indot/files/04.RelocationManual12-05.pdf>.

Q: Will a noise study be completed for this project?

A: Since the project involves adding 1.5 miles of through lanes, it requires a noise analysis. The noise study adheres to the **INDOT Traffic Noise Policy (January 2007)** and determines whether impacted receivers would benefit from noise abatement measures and whether such

measures are reasonable and feasible. It has been determined that noise abatement measures are not feasible and hence unwarranted.

Q: What is the schedule for completing this portion of US 421?

A: It is currently on schedule to have construction begin on the portion of US 421 from CR 550S to just north of CR 300S in Spring 2012.

Q: What coordination occurs between the state and the local governmental agencies when projects are being planned?

A: At the inception of a project, INDOT carries out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies and services to promote consistency between transportation improvements and local and state planned growth and economic development. The state will consider and may rely upon information, studies, or analyses provided by the INDY DMD (Department of Metropolitan Development is the local Metropolitan Planning Organization (MPO). For this project, the City of Zionsville and the Boone County Commissioners/Boone County Engineer provide valuable information to INDOT on adjacent projects and planned land uses. When the engineers begin writing the Engineering Assessment, one of the things they consider is the compatibility of the project with other construction projects proposed in the area at approximately the same time.

Q: How are environmental impacts associated with the project evaluated?

A: Some of the resources involved with the preparation of an Environmental Assessment are easily identified. For example, a wetland can be delineated per the 1987 Corps of Engineers Wetland Delineation Manual (Y-87-1). Impacts to Air Quality and Noise Analysis can be predicted using modeling programs.

Community involvement is essential in determining social impacts. The Community Impact Assessment (CIA) evaluates the effects of a transportation action on a community and its quality of life. A component of the CIA is contacting local resources who assist the project team in identifying issues that are important to the community within the project area and provide recommendations on how to "best fit" the project into the fabric of the community while maintaining its cohesion.

These impacts are documented in the draft Environmental Assessment (EA) which was made public in a PowerPoint presentation at the September 2, 2008 Public Hearing. The PowerPoint presentation of the draft EA is available for your perusal by using the hyperlink on the home page under "September 2008 Public Hearing Presentation": <http://www.in.gov/indot/div/projects/us421>. On December 8, 2008, INDOT gave its Final Approval to the draft EA with no significant changes.

Q: Will there be opportunities for the public to provide input on the project?

A: Yes. Public information meetings may be held as the project progresses and/or when proposed land acquisitions from property owners are determined. It will be at these functions

that specific input will be solicited from the public, however comments/questions on the project can be provided to INDOT at any time.

Q: How will this project be paid for?

A: This project is being funded through Governor Mitch Daniels' Major Moves initiative.

Q: What is Major Moves?

A: In May 2006, INDOT introduced the final, funded 10-year Major Moves highway plan. Annual new construction will quadruple during the program from \$213 million in FY 2006 to \$874 million in 2015. In addition to state highway projects, the counties where the ITR is located will receive one-time payments of between \$40 million and \$120 million for local transportation projects. In 2006 and 2007, all 92 Indiana counties also will receive additional funds for their local transportation projects. The amount varies by county and is based on the Motor Vehicle Highway formula. The legislature also directed \$500 million from the lease proceeds be dedicated to a Next Generation Fund to be used later for transportation projects.

On June 28, ITR's operations were transferred to Cintra-Maquarie (now known as the Indiana Toll Road Concession Company - ITRCC). ITRCC deposited \$3.8 billion with Indiana in the largest public-private partnership agreement in the world. Interest on the money currently earns about \$500,000 each day. ITRCC has also committed to completing at least \$4 billion in improvements to the highway during the lease agreement.

Major Moves is praised as the "jobs bill of a generation" and is anticipated to employ tens of thousands of Hoosiers directly on highway projects and in industries that expand or locate new operations in the state. In July 2006, Honda Motor Company announced Greensburg would be the location of its newest plant. The \$500 million plant will employ nearly 4,000 people. The company cited Indiana's commitment to infrastructure as one of the deciding factors in their decision. Additional information on Major Moves can be found at:

<http://www.in.gov/indot/7039.htm>